

supplies with the understanding that they would be paid as the work progressed.

From Dyatt & Co., of No. 80 Broad street, he obtained a quantity of brick, from William Adams, whose yard at One Hundred and Thirty-eighth street and the Harlem river, he got his supply of lumber; the Vermont Slate Company, whose place of business is One Hundred and Twenty-fifth street and Lenox avenue, supplied the marble which, it was said, was to be used in the new flats.

In the mean time the first mortgage was about to fall due and Caverly had made no provision to meet it. The chances are that he did not intend to do so, for he was not in New York in June, he disappeared. At first it was thought that he had been called out of town on business, and his creditors made no attempt to remove the materials which they had delivered to the scene of the building operations. Then, just before they grew suspicious, Henry Cohen appeared on the scene armed with a confession of judgment which Caverly had signed. On the strength of this he had all the building material carted away and sold for cash. When the creditors learned of this, they were furious, and began a search for Caverly. They are still keeping it up.

"Cohen" and "Cohn" Were One.

Although the creditors did not recover any of their property, some queer proceedings were brought to light. It was found that the Cohn of the real estate firm through Caverly operated and the Cohen who had seized and sold the building material on the pretense of a confession of judgment by Caverly were one and the same person, and that the man, whatever may be his right name, is an ex-convict.

When Caverly disappeared Mr. Crane was left almost penniless. On one pretence or another Caverly had avoided paying him the money which he was to have as superintendent of the buildings. Crane made an ineffectual effort to find the fugitive, and then placed the matter in the hands of Attorney Anway. Anway made a diligent examination of the records and found that the mortgage which Caverly had given as security for the \$1,000 was absolutely worthless. He also established himself that there was no possibility of recovering any money from Caverly, no matter how many writs should be obtained against him.

There the matter now stands. Crane is \$1,000 poorer than when he first met Caverly and Assistant District Attorney Miller, the various firms which advanced supplies to the swindler have never been able to recover either money or property, and Caverly has been free to continue his career unhampered by the police or the prosecuting authorities.

When Mr. Miles was questioned regarding the way he acquired the flat mill in Chester, Mass., which McLaughlin owned, six days after the latter was indicted, he said that he had known Caverly through whom the transfer was made, for several years and had defended him when under arrest on criminal charges. When asked to show a receipt if he desired to make any explanation of his reason for declaring to Mr. Crane that Caverly was a man worthy of business confidence, he refused only by saying abuse upon the reporter.

Man of Many Alibies.

That Mr. Miles was ignorant of some of Caverly's life is undoubtedly true. There is probably no one person to whom all the frauds in which Caverly has been engaged are known. During the last few years Caverly has been known as James G. Williams, John T. Hall, John Bannister, J. F. Cornelius, Arthur S. Clark, Major Arthur, Whippley and Henry Thornton. Under each of these names he has carried on many strange schemes, by which hundreds have been defrauded.

In addition to his strange recommendation of this man, Mr. Miles is said by F. W. Taylor, of Brooklyn, to have shown a desire to secure delay when Richardson, one of the gang of swindlers, was arrested in Brooklyn, charged with trying to pass a worthless note in payment for some diamonds.

The note bore the signature of J. H. Baker & Co., of New York, and that it had never signed it and that it was not drawn for partnership purposes. Richardson was arrested on a bill of exchange drawn by Caverly, the swindling member of the firm, said that he had drawn the note and was authorized to sign the firm name. Mr. Taylor says that during the many billings which were somehow found necessary, Mr. Miles showed no interest in the proceeds of the same.

Two other members of the swindling gang appeared in court yesterday. One of them was William J. Valentin, who is under arrest in Brooklyn. He was arraigned in the County Court and his trial set for Monday. The other was a man who went to court to represent him, Lawyer Cameron was assigned to his defense.

In this city Edwin Records was arraigned before Magistrate Kilduff. He is said to be a member of the Boston end of the gang and was held in bonds of \$15,000 to answer extradition.

Records made a statement regarding his connection with Gustav A. J. Millar. "I have known Millar for five years," he said, "and he is an officer in the army. I do not know him in a business way. I never suspect him of being dishonest until late last year. He left his home in New York and came to Boston. He made me think that he was not quite square. When I went to Boston to live Millar rented my office. Before that time I had some commercial paper from C. H. Postell. The value of the paper was \$6,000, but I paid only \$2,500 for it. At one time I gave him \$2,000. He was president of the New England Milling and Manufacturing Company. These notes were to be distributed to the army. I never get them back from Millar. Millar kept putting me off and I never got the notes."

Telegrams from Boston say that when Millar left his home in New York, he was standing as he had been a contract he had with the city was taken away from him because he did not do the work in a satisfactory way.

NIAGARA LABORS TO-DAY.

Power developed by the Great Cataract to Be Used in Propelling Buffalo Street Cars.

Buffalo, Nov. 14.—Harassed Niagara will begin its work to-morrow when power developed by the great cataract will be utilized here in the commonplace work of propelling the city street cars.

The great dynamo in the power house at Falls are now in full operation. Each of the four has a capacity of 5,000 horse power, even when the turbines lose develop and efficiency of only 75 per cent. The system of generation is known as the Twin Polypus Alternating Current system.

Direction of the current is reversed 5,000 times per minute and is conveyed through heavy lead-covered cables to the small transformer house on the other side of the falls. Here the wires enter what are called "step-up" transformers, where the current is converted into one of 20,000 volts for transmission. Then the current leaves the transformer house on a heavy wire and is fairly launched on its long journey.

The "step-down" point is reached at the city line of Buffalo, where the voltage from the source of the power, where the potential is reduced and the current is again put on the wire and carried into Buffalo to the railway company.

GERMANY'S NEW REICHTAG.

Composition of the Body as Determined by the Recent Elections.

Berlin, Nov. 14.—As the result of the recent elections the Reichstag is now composed of 28 Conservatives, 27 Imperialists, 100 Centrists, 49 National Liberals, 14 Radical and 14 Socialists, 25 Freiwirtschafts Volkspartei, 13 Social Reformers, 10 Poles, 12 Deutsche Volkspartei, 48 Socialists, 30 Independents, including 6 Catholics and 3 of the Bavarian party.

Two seats are vacant.

"Something New Under the Sun."

The "Northwestern Limited," between Chicago and Northwestern, is expected to be put into operation on Monday. It is a new line, and is expected to be a success. It is a new line, and is expected to be a success. It is a new line, and is expected to be a success.

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TO COMMAND THE PORTS OF CUBA.

Mooring Buoys Ordered Placed Off the Florida Coast.

Warships May Lay There and Be Ready for Sea at Any Moment.

Every Vessel in the Brooklyn Navy Yard Being Hastily Prepared for Service.

THOUSANDS VIEW THE BUSY SCENE

Officers Deplore the Fact That Enough Men Cannot Be Secured to Man All the Ships.

All was hurry and bustle in the Brooklyn Navy Yard yesterday, and hundreds of workmen were hurrying from shops to ships. Hammers, mallets, and caulking irons were busy all day and even during meal hours. The activity is not due to any whimsical desire of the Administration to spend money or furnish employment to idlers. As one of the officers attached to the Texas expressed it, it is a "condition of affairs fraught with immense possibilities, and the probabilities are not to be despised by any means." Every naval man anxious for promotion is of the opinion that all this stir means a possible clash with Spain, and he gives a reason for his belief.

The one thing that has impressed them most and convinced them that there is a possibility of trouble with Spain is the fact that the Lighthouse Board has ordered a number of mooring buoys sent to the Tortugas, off the coast of Florida. Enough of these buoys have been ordered to enable the whole fleet to lie in a harbor without casting anchor and from this it is argued that the department realizes the possibility that the fleet may have to go South.

By mooring to the buoys the vessels would be enabled to go to sea at a moment's notice by simply slipping the cables. Then, again, off the southern coast of Florida would be a splendid place from which operations could be directed. All these things are but bare possibilities, but they are possibilities that have carried joy to the heart of every naval officer.

Crowds of sightseers flocked to the yard from early morning until 5 o'clock in the evening, when all visitors had to leave. Every third person was armed with some kind of a camera, and the number of snapshots that were taken of the different vessels must have numbered way up into the thousands.

The chief interest centered in the Texas, which was put in dry dock late Friday afternoon. Every one wanted to catch a glimpse of the hole through which the water rushed that sent her to seek a resting place on a mud bank, and while the curiosity was disappointed, a few were held enough to descend the steep steps to the bottom of the dock, and they had a good view of the fatal hole.

While the Texas was being docked there was an exchange of words between Captain Glass and Constructor Bowles, which was more than a friendly one. According to a number of sailors aboard the Texas, Captain Glass was on the vessels' side, and the responsibility for the hole was placed on the shoulders of the Constructor. Bowles, in turn, placed the blame on the shoulders of the Captain.

There has not been the best of feeling between the two men for some time. It is said, because Captain Glass has reported several defects in the Texas to the department, defects for which Constructor Bowles has been held responsible. As the vessel was being warped into the dock, Constructor Bowles placed his hand on the side of the Texas, and the Captain, in turn, placed his hand on the side of the Texas. The two men were looking at each other, and the Captain was saying to the Constructor: "You are a damned fool, and you are a damned liar."

The Texas in a Bad Way.

While the Texas was in the dock some of her men were busy with stiff wire brushes scrubbing her bottom, while others were repairing the powder from her magazine. This last was made necessary by the fact that at the time of the Texas's accident the powder was kept in receptacles that are supposed to be water tight. The Texas was supposed to be under strict orders to keep the powder dry, and it was feared that some of them might have leaked, so to be on the safe side it was sent ashore and overhauled. The fact that the magazine was flooded, as well as several other compartments that were supposed to be water tight, has resulted in the fact that the Texas is structurally weak and its condition has been strengthened by discoveries made by the special board that is investigating the cause of the Texas's accident. The board has found that the Texas was not under strict orders to keep the powder dry, and it was feared that some of them might have leaked, so to be on the safe side it was sent ashore and overhauled.

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